

In the Specification

Please amend the paragraph on line 15 of page 2 as follows:

This object can be achieved by a [[A]] door with the features of claim 1 achieves this object for a vehicle with an interior and an exterior, which door comprises a trim facing toward the vehicle interior. The trim is connectable to a bearing block in which an actuation lever is pivotally mounted about a rotation arbor. A gap is, at least in regions, present between the actuation lever and the trim, and the arbor is additionally connected to the trim via fixation bearings.

Please amend the paragraph beginning on line 16 of page 2 as follows:

~~Because of the fact that with a motor vehicle door according to the preamble of claim 1,~~ the arbor is additionally connected to the trim via fixation bearings, it is easily possible to achieve a uniform gap appearance. This is due to the fact that the tolerance chain is quasi "shortened", i.e. that an additional direct coupling between the trim and the arbor of the actuation lever is created (without the "detour" via the bearing block). Therefore, it is no longer necessary to demand that all components in a long tolerance chain have high manufacturing and gap tolerances in order as a whole to achieve a harmonic gap appearance. The reduction of the occurring tolerances is thus achieved without a limitation of the tolerance in manufacture.

Please amend the paragraph beginning on line 5 of page 8 as follows:

Finally a section according to Fig. 3 is shown for purposes of comparison. Here the parts are indicated with the same reference numerals as corresponding to those of Fig. 2a. The bearing block 4' shown in Fig. 3 has an actuation lever 5 mounted via an arbor 6'. The screw domes 9a' and 9b' accommodate screws 14 which are guided through through-openings of the bearing block 4' and engage behind the bearing block 4'. The spring domes engage essentially with a positive fit into the through openings of the

bearing block 4' so that its geometrical position has already been completely defined by way of this. A securement from detachment is finally effected by way of the screws 14.

Please amend the paragraph beginning on line 15 of page 8 as follows:

The design has the disadvantage that the gaps 7a' and 7b' only have a satisfactory quality with regard to the dimensions when a multitude of components (screw dome 9a', 9b', bearing block 4', arbor 6', actuation lever 5) are machined in a very accurate manner and are also joined according to the directed manner. If errors occur in this relatively "long" tolerance chain this unavoidably leads to deviations in the dimensions with the gaps 7a' and 7b' which may manifest itself in an unsatisfactory optical appearance or may even lead to jamming of the actuation lever 5 on the trim 3a' and 3b' 3'.